



EU Maritime Policy: Facts and Figures – Spain

Some general figures:

- Spain's coastline is 6,584 km long.¹
- Almost 60 % of the population of Spain lives close to the coast.
- Spanish territory stretches to the outermost region of the Canary Islands and includes two autonomous cities on the African coast: Ceuta and Melilla.
- The Spanish fishing fleet is made up of almost 13,400 vessels. It is the biggest fleet in the EU in terms of tonnage with some 480,000 GT, more than twice the tonnage of the second largest fleet and constitutes 25 % of the EU-25 total. Half of the fleet both in terms of numbers of vessels and tonnage is registered in Galician ports. Around 1,100 vessels are registered in the Canary Islands.
- Between 2000 and 2005, Spain experienced the biggest annual growth in Short Sea Shipping – + 8.3 % on average (in comparison, the average rate for EU-15 was + 3.5 %).

Most significant maritime affairs activities:

- Spain is the major contributor to the EU aquaculture production, taking second place in terms of quantity and the fifth in terms of value (data for 2005). It also comes second (after Denmark) in the EU in fishing volume (about 15 % of total catches according to 2005 data). Overall Spain is the leader in the total fish production in the EU in terms of volume and by an even greater margin in terms of value (even without taking into account the production of Spanish-owned fishing fleets operating under other flags). The majority of the production is intended for human consumption.
- In 2003, Spanish shipbuilding held the fourth position in the EU in terms of new builds completed. Spanish shipyards specialise in large fishing and factory vessels and research vessels, delivering advanced and specialised ships with a high added value component.
- According to the Spanish Institute for Tourism Studies, in 2006, coastal and marine tourism accounted for 53.3 million tourists, with 83.4 % visiting five coastal regions (Catalonia, Balearic Islands, Canary Islands, Andalusia, and Valencia).

Employment in maritime affairs²:

Coastal tourism:	1.5 million jobs
Fisheries ³ :	92,777 jobs
Recreational boating:	25,240 jobs
Marine equipment:	14,523 jobs
Shipping:	8,000 jobs
Shipbuilding:	5,419 jobs



Fish farming in Galicia
LAIF

¹ EuroSION Study: Calculation of coast length based on cartography of all continental and insular coasts excluding islands less than 1 km² and with a population less than 50 persons, inland shores, fjords etc where the mouth is less than 1 km wide.

² Employment data sources: European Commission, DG Fisheries and Maritime Affairs studies: "Employment trends in all sectors related to the sea or using sea resources" and "Employment in the fisheries sector". As the methodology for data collection and the definition of maritime sectors vary from country to country, the employment figures on this fact sheet should be regarded as indicative.

³ Data comprise employment in fishing, processing and aquaculture sectors.

Potential for development:

- Spain is the world's second largest producer of wind power (11,600 MW), 5.5 % of the Spanish electricity consumption in 2004 came from wind energy. For example, in Tarifa (Andalusia) over 5,000 wind turbines have been installed within 10 km off the coastline. The Spanish government has recently adopted measures to speed up and promote the installation of offshore wind farms, to use the potential the Spanish coast offers.⁴

Some challenges:

- Spain faces the problem of illegal immigration by sea. In 2005, almost 12,000 illegal immigrants from Africa arrived on the Canary Islands. According to the data available, during the first 7 months of 2006 their number had already reached 17,000. Following the introduction of the new measures to control and patrol the waters, the illegal immigration by sea has been reduced by 64 % during August 2007 in comparison with August 2006 (according to the Spanish government's data).
- Oil spills and other pollution from ships pose a major threat to the Spanish marine environment. One example is the "Prestige" oil tanker sinking close to the Galician coast, causing the greatest environmental disaster in Spain's history and huge damage to the fisheries industry. The threat is also present in the Mediterranean Sea: some 200,000 ships cross the Mediterranean annually and the maritime traffic becomes congested in narrow passages through which ships enter and exit the Mediterranean Sea, such as the Straits of Gibraltar, just 14 km wide, through which almost 61,000 ships transited in 2003.

Importance of maritime policy

A number of proposals for actions outlined in the Communication from the Commission on a Maritime Policy for the European Union are particularly relevant for Spain, including:

- supporting sustainable development of coastal and marine tourism, e. g. through promotion of maritime heritage and facilitating sustainable development of leisure ports and cruising sector, as well as by investigating ways to reconcile the needs of the tourism industry with the demands of other maritime activities;
- ensuring the sustainability of the fisheries and aquaculture sectors in harmony with marine ecosystems;
- aiming at reducing the impact of climate change, including extreme weather events, on the coastal zones and addressing other risks faced by the coastal regions, such as coastal erosion, pollution from ships, or illegal immigration by sea;
- promoting cooperation under the European Neighbourhood Policy in the maritime field, especially with regard to the management of shared seas;
- supporting the formation of multi-sectoral maritime clusters and regional centres of maritime excellence and encouraging coop-

eration between research and industry, so that the EU maritime sectors remain at the cutting edge of technology and innovation and are competitive globally, and putting forward an EU marine and maritime research strategy which takes into account cross-cutting issues;

- facilitating and optimising the support for maritime regions, islands and outermost regions under the range of the Community funding instruments already available;
- enhancing and facilitating the best practice exchange and co-operation between member states and their agencies, both on national and regional levels, in the areas where it can bring synergies, including more integration and compatibility of existing surveillance systems to reach higher levels of maritime security and safety, fisheries control and law enforcement.

Further information:

<http://europa.eu>
<http://ec.europa.eu/maritimeaffairs>
http://ec.europa.eu/maritimeaffairs/study_employment_en.html
http://ec.europa.eu/fisheries/publications/studies_reports_en.htm
<http://www.europa.eu/comm/eurostat>
<http://www.eea.europa.eu/>
<http://www.frontex.europa.eu>
<http://www.euroSION.org>
<http://www.iet.tourspain.es>
<http://www.unepmap.eu>

Sources:

- "The changing faces of European coastal regions", The European Environment Agency, 2006
- "Employment in the fisheries sector: current situation", European Commission, DG Fisheries and Maritime Affairs, 2006
- "Employment trends in all sectors related to the sea or using sea resources", European Commission, DG Fisheries and Maritime Affairs, 2006
- "EU-25 Fishing Fleet in 2006", Eurostat, Data in focus 11/2007
- "The European Environment, State and Outlook 2005", The European Environment Agency
- Eurostat database
- "Living with Coastal Erosion in Europe: Sediment and Space for Sustainability", Results from the EuroSION Study, European Commission, DG Environment, 2004
- "Short Sea Shipping of goods 2000–2005", Eurostat, Statistics in focus 12/2006
- Communication from the Commission to the Council on "Reinforcing the management of the European Union's Southern Maritime Borders", COM(2006) 733 final
- "Balance del turismo en España en 2006", Spanish Institute for Tourism Studies
- UNEP/MAP – United Nations Environmental Programme – Mediterranean Action Plan website

⁴ Real Decreto 1028/2007 of 20 July 2007